C/CAG
City/County Association of Governments of San Mateo County

VTA
Santa Clara Valley Transportation Authority

TA
San Mateo County Transportation Authority

2020 Peninsula Gateway Corridor Study
Policy Advisory Committee

DATE: Wednesday, October 13, 2004

TIME: 4:00 P.M

PLACE: Menlo Park City Hall
1st Floor Council Conference Room
701 Laurel Street
Menlo Park, CA

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1.0 Introductions

2.0 Review and discussion of Initial Improvement Themes and Solutions (presentation by Kimley-Horn).

3.0 Discussion of Community-Based Transportation Planning/Environmental Justice Grant Application to be submitted to Caltrans.

4.0 Schedule next meeting for November 10, 2004.

5.0 Adjourn.

Kimley-Horn
and Associates, Inc.

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Oakland, California
94607

TO: Walter Martone, C/CAG

FROM: Paul Krupka, Kimley-Horn and Associates

DATE: September 29, 2004

SUBJECT: INITIAL IMPROVEMENT THEMES AND SOLUTIONS
2020 Peninsula Gateway Corridor Study

This memorandum summarizes our initial thoughts about potential improvement themes and related solutions based upon our review of baseline traffic forecasts and expected future congestion levels. It is intended primarily to generate discussion and feedback at the October TAC and PAC meetings, which in turn will be used to develop a set of proposed improvement alternatives or packages to study in greater detail.

Our observations about existing conditions, coupled with our evaluation of future baseline traffic forecasts and expected future congestion levels *and* feedback from community members, revealed some significant improvement themes that provided the foundation for respective improvements. The themes we have initially defined are listed below.

1. Improve connection (i.e. increase traffic capacity) between Dumbarton Bridge touchdown and Highway 101 *North*
2. Improve connection (i.e. increase traffic capacity) between Dumbarton Bridge touchdown and Highway 101 *South*
3. Expand capacity on Highway 101 South (County line to Shoreline)
4. Expand capacity on Highway 101 North (County Line to Woodside Road)
5. Divert commuter traffic from East Palo Alto neighborhoods (east/south of University)
6. Divert commuter traffic off University Avenue
7. Traffic calming on local residential streets
8. Improve freeway access
9. Accommodate traffic impacts of major developments
10. Improve traffic management
11. Improve local access across Highway 101

The following lists summarize issues and potential solutions related to these themes. This list is not intended to be all inclusive and it is recognized that many variants are possible for each improvement solution cited.

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THEME 1

Improve connection (i.e. increase traffic capacity) between Dumbarton Bridge touchdown and Highway 101 *North*

ISSUES

- Congestion at intersections on Bayfront Expressway: University, Willow, Marsh
- Conflicting traffic movements at Marsh/101 interchange
- Willow Road, although a State Highway, is a four-lane arterial serving several local uses
- University Avenue is a four-lane arterial serving many local uses

POTENTIAL SOLUTIONS:

- Direct flyover connections between Bayfront/Marsh and Highway 101 (north of Marsh)
- Bayfront Expressway extension to Woodside Road
- Elevated roadway over Dumbarton RR between University and Highway 101 (south of Marsh)
- Grade separate University/Bayfront Expressway
- Grade separate Willow/Bayfront
- Increase Willow Road capacity (grade separated intersections, "fast lane," tunnel, reversible lanes, expressway)
- Aerial braided roadway connections: leaving southbound Highway 101 downstream of Dumbarton Railroad Bridge, proceeding to Willow Road and continuing over Willow Road to Bayfront Expressway, continuing over Bayfront Expressway to touchdown just west of bridge;

COMPLEMENTARY IMPROVEMENTS:

- ITS, pricing
- Combine improvements addressing connection to Highway 101 *South*

THEME 2

Improve connection (i.e. increase traffic capacity) between Dumbarton Bridge touchdown and Highway 101 *South*

ISSUES:

- Congestion at intersections on Bayfront Expressway: University, Willow
- Willow Road, although a State Highway, is just a four-lane arterial serving several local uses
- University Avenue is a four-lane arterial serving many local uses

POTENTIAL SOLUTIONS:

- New south connection (various alignment options)
- Tunnel beneath East Palo Alto between (roughly) the Dumbarton Bridge and Highway 101, beneath the Ravenswood Industrial Area and the residential neighborhoods on East Palos Alto's residential subdivisions.

- Increase Willow Road capacity (grade separated intersections, "fast lane," tunnel, reversible lanes, expressway)
- Aerial braided roadway connections: leaving northbound on Highway 101 upstream of Oregon/Embarcadero, aligned over E. Bayshore and crossing University Avenue, proceeding to Willow Road and continuing over Willow Road to Bayfront Expressway, continuing over Bayfront Expressway to touchdown just west of bridge;

COMPLEMENTARY IMPROVEMENTS:

- ITS, pricing
- Combine improvements addressing connection to Highway 101 *North*

THEME 3

Expand capacity on Highway 101 South (County line to Shoreline)

ISSUES:

- Extreme congestion during long a.m. and p.m. peak periods, in both directions
- Relatively high accident rates
- No auxiliary lanes (none planned yet either – to match SM County cross-section)

POTENTIAL SOLUTIONS:

- Auxiliary lanes on 101 from Embarcadero to Shoreline
- Widen 101 to 10 through lanes (4 mixed flow, 1 HOV each direction) and reconstruct interchanges at Embarcadero/Oregon, San Antonio, and Rengstorff (perhaps Old Middlefield Way)
- Widen 101 to 12 lanes (4 mixed flow, 1 auxiliary, 1 HOV each direction)
- Reconstruct Embarcadero/Oregon interchanges to provide room for ultimate 10-12 lane freeway

COMPLEMENTARY IMPROVEMENTS:

- Convert HOV lanes to mixed flow lanes
- ITS

These kinds of improvements would complement the *85/101 North* project and *SMCTA Auxiliary Lanes Project (Marsh to County line)*; the 85/101 North project will construct 12-lane cross section at Shoreline that narrows to 11 lanes at Old Middlefield Way and then to 8 lanes north of Old Middlefield Way; the SMCTA Auxiliary Lanes Project will construct 10-lane

THEME 4

Expand capacity on Highway 101 North (County Line to Woodside Road)

ISSUES:

- Extreme congestion during long a.m. and p.m. peak periods, in both directions
- Relatively high accident rates

POTENTIAL SOLUTIONS:

- Widen 101 to 12 lanes (4 mixed flow, 1 auxiliary, 1 HOV each direction), which would require reconstruction of interchanges at Woodside Road, Marsh Road, Willow Road, and University Avenue
- Put HOV lanes on structure, use remaining available space for one added through lane each direction; HOV lanes may need to be express to bypass local interchanges
- Build elevated deck to accommodate 2 (or more) added mixed flow lanes above Highway 101, which could be reversible;
- Introduce congestion pricing – i.e. charge to use new lanes?
- Reversible lanes on Highway 101
- Reconstruct selected interchanges in phases, to provide clear width for future widening

COMPLEMENTARY IMPROVEMENTS:

- ITS

THEME 5

Divert commuter traffic from East Palo Alto neighborhoods (east/south of University)

ISSUES:

- Heavy commuter traffic (cut-through) volumes and congestion on East Bayshore, Pulgas, Clarke, and Bay in East Palo Alto

POTENTIAL SOLUTIONS:

- New south connection (various alignment options)
- Increase University Avenue capacity (remove parking, widen or two-level roadway, or tunnel and surface roadway, grade separated intersections, or reversible lanes)
- Increase Willow Road capacity (grade separated intersections, “fast lane,” tunnel, reversible lanes, expressway)
- Traffic calming (prohibit movements, prohibit non-resident traffic, etc.) on affected streets;

COMPLEMENTARY IMPROVEMENTS:

- Close neighborhood streets to through traffic in combination with above capacity increases

- Pricing/tolls on new connection
- ITS

THEME 6

Divert commuter traffic off University Avenue

ISSUES:

- Heavy congestion on University Avenue due to through traffic
- Street is essentially a barrier that divides the community, resulting in safety, quality of life challenges

POTENTIAL SOLUTIONS:

- New south connection (various alignment options)
- Increase Willow Road capacity
- Streetscape and traffic calming improvements on University Avenue
- Roundabouts at Donohoe, Bay, other intersections

COMPLEMENTARY IMPROVEMENTS:

- Close neighborhood streets (Pulgas, Clarke, Bay) to through traffic
- Pricing/tolls on new connection
- ITS

THEME 7

Traffic calming on local residential streets

ISSUES:

- Congestion on University Avenue west of Highway 101 induces diversion to Woodland Avenue in Menlo Park
- Heavy commuter cut-through traffic in East Palo Alto (E. Bayshore to Pulgas or Clarke to Bay to University)

POTENTIAL SOLUTIONS:

- Modify Woodland Avenue to maintain access to University Palms/Four Seasons Hotel and impede commuter cut-through traffic
- Close Pulgas, Clarke, and Bay to cut-through traffic using traffic calming improvements

COMPLEMENTARY IMPROVEMENTS:

- ITS

THEME 8

Improve freeway access

ISSUES:

- No southbound Highway 101 on-ramp at San Antonio Avenue puts pressure on low-capacity on-ramp at Charleston Road
- Southbound connections at Woodside Road create congestion, limit access to Highway 101

POTENTIAL SOLUTIONS:

- Add southbound on-ramp at San Antonio Avenue and remove on-ramp at Charleston Road
- Reconstruct Highway101/Woodside Road interchange

THEME 9

Accommodate traffic impacts of major developments

ISSUES:

- Abbott Labs and Marina Shores projects in Redwood City will add xxx to yyy peak hour vehicle trips to the Seaport Boulevard/Woodside Road/Highway 101 interchange

POTENTIAL SOLUTIONS:

- Widen the planned Blomquist Street Extension from 2 to 4 lanes, creating a 4-lane parallel arterial between Seaport Boulevard and Whipple Road
- Reconstruct Woodside Road interchange
- Widen Woodside Road

THEME 10

Improve traffic management

ISSUES:

- Traffic is relatively "self-managed" in the corridor; as a result, poor driving habits and reactionary driving create unnecessary friction, congestion, and incidents
- Without management, traffic flows to fill available capacity regardless of size or nature of street system

POTENTIAL SOLUTIONS:

- Ramp metering to provide more constant/consistent flow on mainline Highway 101

- Metering both directions of Dumbarton Bridge at west touchdown to introduce more orderly flow on University Avenue, Willow Road, Bayfront Expressway, and vehicle input/output at Highway 101

COMPLEMENTARY IMPROVEMENTS:

- ITS
- Pricing/tolls

THEME 11

Improve local access across Highway 101

ISSUES:

- Highway 101 interchanges, especially those at Marsh, Willow, and University, act as bottlenecks and therefore barriers to local traffic desiring to cross Highway 101

POTENTIAL SOLUTIONS:

- Restricted-access, limited capacity tunnel or aerial connections across Highway 101 corridor that would serve only crossing traffic, not traffic entering/leaving Highway 101

COMPLEMENTARY IMPROVEMENTS:

- ITS, including signage and electronic Fastrak-like systems that would be programmed to recognize local vehicles and identify (and cite) vehicles not technically permitted to use the restricted-access facilities

PENINSULA GATEWAY CORRIDOR 2020 STUDY – PART TWO
PROJECT SUMMARY

The purpose of the project is to involve the members of the communities from Mountain View, Palo Alto, Atherton, East Palo Alto, Menlo Park, and Redwood City, in the development of solutions to issues of livability in the study area. Getting agreement on these solutions will be complicated and discussions must consider environmental impacts, environmental justice, economic impacts, multiple jurisdictions, and current and past political issues. Therefore, it is critical that the development of solutions be the result of a significant multi-jurisdictional community outreach program.

At the time that the existing approaches to the Dumbarton Bridge were being developed, the magnitude of the traffic that would be using the Bridge was not fully recognized. The seriousness of the congestion that has since developed has created major problems for local communities. Due to the inadequacy of the existing transportation facility, regional traffic has been diverted to local streets during peak hours. While impacting the aforementioned neighboring communities, the most severe adverse impacts have been on the low-income and ethnic minority communities of East Palo Alto and East Menlo Park.

This proposal for a Transportation Planning Grant is to develop and implement a multi-jurisdictional community involvement and input process so that information can be shared. This grant will fund “phase two” of a program that initiated in Spring 2004 and to be successful needs additional funding to make sure that all of the six adjoining communities in the project area will be included. The community will be engaged in the development of a process for deciding which transportation improvements should be implemented and future transportation planning ideas for the *greater* community (or project area).

In the past, the discussion about potential transportation projects to improve access and egress to the western side of the Dumbarton Bridge has pitted community groups against each other and resulted in no action being taken. Therefore this proposed planning process is critical to reaching a consensus on the solutions to be implemented. This community involvement process is the only way that the politically sensitive and charged multi-jurisdictional issues can be addressed so that there will be broad support for the final recommended solutions.

DESCRIPTION OF THE PROJECT AREA AND ITS DEMOGRAPHICS

The boundaries of the project area have been defined as U.S. Highway 101 from CA Highway 84 West (Woodside Road) in Redwood City to CA Highway 85 in Mountain View and the connection of Highway 101 to the Dumbarton Bridge (CA Highways 84, 109, and 114). The transportation study will also address impacts in the vicinity of the project area, including areas directly impacted by traffic to and from the Dumbarton Bridge and extending to Middlefield Road on the west. The jurisdictions directly affected by this area include the City of Mountain View, City of Palo Alto, Town of Atherton, City of East Palo Alto, City of Menlo Park, and City of Redwood City.

The following is a brief description of the demographics for the neighborhoods located within the project area.

- XXX
- YYY
- ZZZ

CLEAR JUSTIFICATION FOR THE PLANNING PROJECT

Although the traffic congestion problem has been clearly documented and the need for transportation improvements overwhelmingly accepted, there is no community consensus for action. The transportation planning and funding agencies having responsibility for this project area (City/County Association of Governments of San Mateo County, San Mateo County Transportation Authority, and the Santa Clara Valley Transportation Authority) have been unable to garner community support for projects that would move toward a solution.

The lack of community consensus has existed since 1973 when the construction of a new Dumbarton Bridge was still in the study phase. Jurisdictions, the business community, and environmental groups to name a few, were divided on possible routes for bridge traffic to be sent. A number of proposals were contemplated for a direct connection of the new Bridge to US 101 along various southern alignments. These routes generally either cut through affluent areas of well-established communities, or through environmentally sensitive lands, or a combination of both. Constituents of these areas were well represented in the decision making process. These proposals were abandoned. The chosen route was through an unincorporated community that was almost exclusively composed of minority and economically disadvantaged residents (East Palo Alto), along University Avenue (State Route 109).

As the economy in the Bay Area exploded and Silicon Valley became the premier location for the technology sector, traffic across the Dumbarton Bridge and heading south grew exponentially. Not only did the traffic on University Avenue reach complete gridlock with LOS “F” during many hours of the day, the road created a wall of traffic dividing the community into two parts (north and south). This compounded an existing division in the community because US 101 already had divided the community into east and western sections.

In 1984 East Palo Alto became an incorporated city. More recently it has made significant strides to develop its economic base, create a community identify, and improve the quality of life for its residents. It has also created new partnerships with its neighboring jurisdictions. This has provided the climate for revisiting the issues of transportation improvements to address the traffic congestion in the project area.

In 2000, MTC launched a new San Francisco Bay Crossings study to update the 1991 Bay Crossings Study and address the dramatic increases in Bay Area population and traffic, and other changes that had occurred in the past nine years affecting Transbay travel. Alternative 6 of that study was to consider a new southerly approach to the Dumbarton Bridge to provide more direct access to travelers heading to jobs in Silicon Valley. The conclusion reached was that further study was needed on this Alternative.

After two years of negotiation, the (6) jurisdictions affected mostly by this problem have joined forces to sponsor a study as the first step in approaching this issue.

Traffic congestion in the project area has been clearly documented in countless studies and field observations. Most recently, Kimley-Horn and Associates, Inc., the consultant retained to do the detailed engineering work for inclusion in the Peninsula 2020 Gateway Study, has produced a "Data Collection and Existing Conditions" memorandum where they have summarized information from the review of 44 other documents and reports, and have supplemented this information with existing traffic data, accident data, travel path data, and field observations.

The summary conclusions are that the State highways within the project area all experience substantial traffic demand and poor operating conditions in the commute peak periods. As a result, regional traffic is having severe adverse impacts on the local communities livability and vibrancy. Therefore, having involvement from the communities during project planning is essential. Some of the specific findings included:

- There is an Environmental Justice issue because the communities of East Palo Alto and East Menlo Park are disproportionately impacted by regional traffic flow between the Dumbarton Bridge and US 101. These two communities are predominately low income and minority in composition.
- The unconventional connection between the Dumbarton Bridge (SR 84) and US 101 contributes to the congestion on arterial highways SR 109 (University Avenue) and SR 114 (Willow Road) and the interchanges with US 101.
- Congestion of arterial highways approaching and departing the Dumbarton Bridge creates neighborhood traffic impacts in Menlo Park, Palo Alto and East Palo Alto.
- Older full cloverleaf interchanges without collector-distributor roads create short weave conditions resulting in pockets of congestion, which have upstream effects on traffic flow.
- High volume freeway ramps with short merge areas, the termination of the High Occupancy Vehicle Lane on US 101, and the absence of auxiliary lanes create bottlenecks and weaving conditions that cause upstream congestion.
- Accident rates on certain segments of State highways in the study area are significantly higher than the statewide average for similar facilities.
- Poorly configured off-ramp intersections with surface streets, combined with high traffic volumes, create back-ups that extend onto US 101.

The first community input phase of the Peninsula 2020 Gateway Study was to solicit ideas from the public on the full universe of transportation solutions to be analyzed. The City of East Palo Alto recognized the importance of this effort and committed $50,000 to the hiring of a group of four consultants to design and produce a community training and awareness program. This later became known as the "Dumbarton Dialogue Project." It prepared community members to fully participate in the public hearings that were held. The second phase of the community input process, which is the purpose of this grant application, will be to expand participation beyond the study area residents to all the Cities impacted by the potential solutions (Redwood City, Atherton, Menlo Park, East Palo Alto, Palo Alto, and Mountain View). This project will focus on sharing the analysis done on potential transportation solutions, determining if additional study is needed, and most importantly, involving the communities in the decision-making process for the selection of transportation improvements that potentially can be funded and implemented.

The Peninsula 2020 Gateway Study will produce unbiased, consistent information about options for addressing these traffic problems. However, it is clear that unless there is a comprehensive local consensus building process that follows the Study, there will be little political and community will to move these ideas to actual solutions that can be constructed. Caltrans, MTC, and local agencies have already invested a substantial amount to study this location. Furthermore, the reauthorization of the San Mateo County Half Cent Transportation Sales Tax Program has included $70 million for transportation improvements in this study area that are the direct result of these efforts. This measure will be on the ballot on November 2, 2004. The community consensus-building component represented by this grant application is a critical element to making sure that these investments results in action.

SCOPE OF WORK

The potential for collaboration remains largely untapped, and residents in adjacent communities more often than not perceive multi-city issues such as traffic, housing, and land use decisions from a competitive rather than cooperative perspective. The transportation issues related to the 2020 Peninsula Corridor Study are a priority in the region and are of keen interest to the local policy makers and vested stakeholders in neighboring cities. Through the University 101 process, an engaged, informed multi-jurisdictional community voice will be developed to address the traffic problems along the University Avenue and highway 101/84/85 corridor.

Through this grant, the already established consulting team of "community bridge builders" will design and implement a civic engagement program called the "University 101 Traffic Academy." This academy will be the forum for conducting a formalized cross-jurisdictional dialogue with individuals from the six target communities who themselves will become community bridge builders in the Dumbarton Dialogue process. The end result will be 101 civic-minded individuals (or more) from the six adjacent communities who will receive certificates and recognition for going through the process. It is the intent that the ideas and actions that result from the University 101 Traffic Academy will ultimately be used to approach future multi-jurisdictional problem solving and engagement opportunities.

The primary goals of the University 101 Traffic Academy are to:

- Create an understanding of the regional traffic issues and concerns among community leaders and residents in the project area
- To examine the most viable surface, underground and overhead options under study team to address the issues brought forth in the Data Collection and Existing Conditions report
- Identify common inter5eit, values and concerns of community leaders and residents in different jurisdiction and build bridges across geographic boundaries through constructive dialogue
- Provide leadership development that trains and prepares community residents to effectively participate on an "equal" footing during community planning and design processes

During a series of workshops, participants learned about transportation planning and funding, the history of transportation issues in their respective city as well as the larger project area, effective advocacy and participation strategies. Participants will be provided with learning and presentation materials as required per each segment.

A) Program Development

Task 1 – Internal Strategy Team Building

Task 2 – Development of Courses and Schedules - -Outline of modules (four topic areas).

Task 3 – Implement and Manage the Leadership Institute
Once the program has been developed there remains a need for on-going management and coordination of activities related to the "University 101" Leadership Program. Specific activities would include meeting logistics, preparation of materials, preparing and distributing meeting notices and materials, tracking participation, scheduling speakers, etc.

B) Community Relations

Task 4 – Identify Stakeholders
Establish and maintain a database of all the community based groups, civic leaders, churches transportation people, etc. in the City of East Palo Alto. It will also include key leaders from the surrounding cities such as transportation advocates, environmentalists, developers,…etc.

Task 5 – Public Information meetings
Assist the City of East Palo Alto with two general public meetings in East Palo Alto to inform people of the over all program and process and to encourage them to become participants in University 101, but even if not, to stay a part of the process by attending public meetings, hearing, etc. as they occur.

C) Government and Interagency Relations

Task 6 – Intergovernmental Coordination
Meetings with City elected officials and business leaders (Silicon Valley Manufacturer's Association, Chambers of Commerce Executives, Homeowner Association presidents) of neighboring jurisdictions to let them know of the program, and to solicit project co-sponsorship.

Task 7 – Public Information Meetings – Large
Three large public meetings (one in Palo Alto, Menlo Park/Atherton, and Mountain View) with respective city officials, transportation advocates, chambers of commerce to inform them of the overall program and to examine how we can forge a cooperative program (this comes about after Task 6 because in Task 6 the various people are going to help us recruit the others).

D) Media Relations / Public Affairs

Task 8 – Publicity and Promotion
Create and circulate press releases, meeting notices, and newsletter announcements; plan special media events to announce the meetings, introduce the University 101 concept and keep people informed. Use local press as well as neighborhood newsletters in all three cities. Also a possibility of tying this project to one of the Civic Engagement Journalism projects offered by the Pew Foundation and others.

Task 9 – Management of the Website

F) Project Administration and Management

Task 10 – Develop a reporting and responsibility structure for reporting, record keeping and fiscal processes. Tracking participants and neighborhoods and jurisdictions that participate.

Project Schedule

Months 1, 2 and 3:	Identify public participants and stakeholders Initial outreach via local media, neighborhood and business associations, direct mail, etc. Preparation of learning materials.
Months 4 and 5:	Convene Community Planning Committee with representatives from each jurisdiction to co-design the University 101 Traffic Academy curriculum Identify local coordination teams in each jurisdiction
Months 5,6 and 7:	Launch the traffic academy and engage community leaders and residents in an initial dialogue about Dumbarton transportation issues
Months 7, 8:	Conduct six training sessions on surface, underground and overhead options (2 sessions per topic)
Month 9, 10	Convene four training sessions to identify shared interests/values across jurisdictions, formulated common solutions (where feasible) and prepare the public hearings conducted by the study team.

Project Schedule and Funding Chart

Project Summary Sheet

Caltrans Transportation Planning Grant Goals

This project will address the following statewide planning goals:

1) Strengthen the economy.

This project will strengthen the economy directly in the project area and also support economic growth in the Silicone Valley. The partners in this project are committed to making substantial investments in transportation improvements that are the result of community consensus. This will provide a boost of new transportation and construction related jobs. The improvement in traffic will directly benefit the Bay Area through reducing lost travel time for workers and the movement of goods. The Dumbarton Bridge is one of the primary routes to Silicone Valley. A solution to the severe traffic congestion on the western side of the Bridge will greatly improve the commute for the thousands of workers in the high tech industry.

2) Promote infill development and social equity.

This project will promote infill development and social equity by improving traffic circulation and reducing congestion in the communities. Some of the public comments received in phase one public outreach of the 2020 Study included Traffic Calming, improve Bicycle and Pedestrian access, improve Traffic Operations at specific locations in East Palo Alto. The implementation of these types of projects will encourage more infill developments. It will also help the Cities of East Palo Alto and Menlo Park (eastern area) to attract housing, commercial and service oriented developments in areas that were previously undesirable. Removing regional traffic from the neighborhoods in these communities will have a major impact on improving social equity.

3) Protect the environment.

Environmental and other special interest groups have been very prominent in all stages of this project. They will continue to play a major role in the community consensus component applied for in this grant. Their involvement will ensure that any potential transportation solutions that are moved forward to further study and design will first undergo the most stringent and thorough evaluation for potential environmental impacts. The community involvement process will ensure that environmental groups and individuals will be part of the consensus building process and will have their concerns and issues addressed.

4) Encourage efficient development practices.

Although much of the Peninsula is build out, there continues to be pockets of land available for development and many opportunities for infill and reuse of land. This is particularly true in the study area for this project. Significant commercial development has already occurred because of affordable land, incentives, and the proximity of the location to regional transportation (the Dumbarton Bridge, and the anticipated Dumbarton Rail). The City of East Palo Alto has also been very proactive in linking major land use decisions with transportation improvements, such as the Whiskey Gulch redevelopment, the IKEA/Home Depot/and other commercial development, and new housing developments done in concert with the reconstruction of the University Avenue/

US 101 interchange project. The City is anticipating that the solution to the traffic issues on University Avenue will provide substantial opportunities for new and reuse of land for both commercial and residential applications. This community consensus-building project will enable projects to be accepted by all stakeholders and add lasting value to the community.

5) Promote jobs and affordable housing balance.

The unemployment rate in August 2004 for East Palo Alto was 9.2%, which is the second highest in the Bay Area (behind San Pablo). The improvement in transportation will promote needed jobs in this area in two ways. Funding agencies have made a long-term financial commitment to the construction of transportation improvements in the study area that are the result of community consensus. These projects will make jobs at all skill levels available to the residents. The second source of jobs will be the development that results from having addressed the transportation issues. The City of East Palo Alto has been very successful in negotiating preferential hiring agreements with new commercial establishments. The City has a plentiful labor force and is one of the last locations on the Peninsula where substantial affordable housing exists. This project will help put the pieces of the puzzle together by matching the workers, the jobs, and the housing together in balance.

6) Link housing, transportation and land-use planning.

Although this project will focus on transportation planning, it will also have direct implications for housing and other land-use planning. Development within the project study area will be very dependent upon finding and implementing transportation solutions to the severe traffic congestion going to and from the Dumbarton Bridge. Past attempts at crafting alternatives have met with vigorous community and other special interest opposition. Clearly without a well though out and constructed community consensus building process, we will simply repeat the past. This project has already had a head start through phase one, where community leaders were prepared to fully participate in identifying transportation options to be studied. The City of East Palo Alto has considered this project as a means to engage the community and build consensus for other civic issues including community development, and land-use planning that includes commercial, mixed-use and housing development within its component of the study area.

7) Increase community livability (by creating an attractive, safe and cohesive community).

This Community Based Transportation Planning project will involve a coordinated planning process that includes community involvement and partnership, and promote community identity and quality of life. The channeling of potential transportation solutions generated from the 2020 Study, through a community involvement process that evolved out of that process, will ensure that voices from the communities will be heard and reflected in the final transportation solutions that are selected. This will definitely increase community livability and create attractive, safe, and cohesive communities.

HOW THE PROJECT WILL ADDRESS SPECIFIC OBJECIVES

This project will address the following Environmental Justice and Community-Based Transportation Planning Grants objectives:

1) Clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities.

As noted in the Description of the Project Area and Its Demographics section of this grant application, the study area represents a high concentration of minority and low-income residents. This is contrasted by the surrounding communities, which have some of the most affluent populations in the State and in fact the Nation. University Avenue divides the East Palo Alto community north and south. This road is the main route for traffic going to and from the Dumbarton Bridge. Commuting hours have spread well beyond the typical three-hour period reflecting the high concentration of employment in the Silicone Valley and the more affordable housing prices in the East Bay. This means that for much of the business day, the East Palo Alto Community is literally prevented from reaching the other side of town. The primary focus of this project is to create a solution to this traffic problem that will reunite the community and not result in diversion of the problem to other communities or sensitive environmental areas.

2) Supports livable community concepts.

University Avenue in East Palo Alto is the major boulevard for the community. As such it has the potential for a Context Sensitive Approach to solving a major regional transportation issue. During phase one of the public input sessions to identify potential roadway improvements, University Avenue was consistently identified as the focus of the community. This is where the community has identified the need for safe, convenient, and attractive routes for bicycle, pedestrian, and handicapped travelers. It is also the location most cited as needing mixed-use development, infill and reuse development, and retail facilities so that community members no longer have to travel outside of their jurisdiction for shopping and services. Attempts in the past to recreate University Avenue into a true “Main Street” for East Palo Alto have failed because of a lack of consensus with all of the affected communities – residents, neighboring communities, environmental groups, businesses, and others.

3) Addresses a deficiency, conflict, or opportunity in coordinating land use and transportation.

The jurisdictions, agencies and organizations participating in this project have decided to view the traffic problem related to the Dumbarton Bridge as an opportunity to design transportation solutions that are compatible with existing land uses, and support new land uses that improve their communities. The phase one public input sessions stressed transportation options that reunify the community, support economic growth, improve livability, and do not have adverse impacts on the environment or other communities. The community consensus-building project proposed in this application will carry forward those principles into the decision-making process for transportation improvements.

4) Pertains to a study area where remedies to deficiencies in balanced, multi-modal transportation planning will provide significant community benefit.

This project will also tie into the planning that is currently underway for the development of the Dumbarton Rail Extension. Regional Measure 2, recently approved by the voters, completes the funding necessary to build and operate this rail service that will enable travel around the Bay through connections with CalTrain and BART. It will also connect to service further east through the ACE Train. The communities of East Menlo Park and East Palo Alto will be able to access rail transit through a new station to be located in East Menlo Park with additional access through various shuttle services. The planning for this project are currently underway and will tie in with the work proposed in this project to develop community consensus on transportation solutions for the study area.

5) Leverages resources that may result in future improvements.

The City/County Association of Governments of San Mateo County (C/CAG), the San Mateo County Transportation Authority (SMCTA), and the Santa Clara Valley Transportation Authority (VTA) have jointly contributed $500,000 to design potential transportation improvements and do preliminary engineering work on selected projects. C/CAG has also committed an additional $75,000 to do travel demand-forecasting work in support of this project. The SMCTA has identified $70 million in the reauthorization of its Half Cent Transportation Program for transportation improvements that are the result of this Study and the community consensus-building project.

6) Supports an increase in residential development or rehabilitation capacity, revitalization of an area including residential uses.

City officials have identified mixed-use developments and major rehabilitation projects along University Avenue as being highly desirable. However due to the current state of traffic congestion, it has been difficult to attract interest and investment for appropriate projects. Addressing the traffic issues through a community consensus process will create an opportunity for University Avenue to be redesigned into a boulevard that unifies the community instead of divides it.

7) Includes identifiable and likely synergistic effects (i.e. provision of any single benefit will likely induce additional benefits.

One of the important synergistic effects of this project is the preparation of community members to more actively participate in all aspects of community development. Although this project focuses on transportation improvements, the tools developed, the techniques taught, and the skills learned by the participants are transferable to all areas where community involvement can occur. Individuals who attend these training sessions will be more likely to be effective in their future interactions with civic bodies.

8) Should be innovative and stress community-based “grassroots” involvement.

The design of this community consensus project has many unique aspects to it that greatly improve the quality and quantity of community-based “grassroots” involvement in transportation planning. The phase one component of it was thoroughly documented so that phase 2 could build upon it and also be replicated in other areas. One of the most significant components of the overall design was the creation of an academy to provide

instruction and information so that community members 1) would be fully aware of the history, important issues, terminology, constraints, approval processes and 2) would understand how public hearings and other community input mechanisms operate, so that they could fully participate and improve the effectiveness of their involvement and presentations. Upon completion of the multiple training sessions, mock public hearings were held so that community members could practice what they learned. Individuals who completed this process were clearly more prepared, engaged, informed, and articulate during the actual public hearings to identify transportation alternatives to include in the study.

PROJECT'S APPROACH TO PUBLIC PARTICIPATION

Traffic concerns have remained a constant concern of residents and city officials in the project area for decades. How these concerns have been addresses have been based on self-interest and special interest. This project seeks to break through jurisdictional boundaries and create a larger community with shared vision and common language.

Residents, businesses, property owners, family, seniors, children, civic leaders, and other stakeholder will be involved in the dialogue. The academy will serve as a way to empower and develop leaders as well as to ascertain and to assess the best possible solutions. The academy will be the tool by which a formalized cross-jurisdictional dialogue takes place as well. The end result will be 101 civic-minded individuals (or more) from the three adjacent communities (Menlo Park, Palo Alto and East Palo Alto) who will receive certificates and recognition for going through the cross-community dialogue process. At the same time, more general civic engagement and public outreach activities will be conducted to keep the general city population informed of the program and what is going on. The end result is that people basically will have two options for involvement: 1) they can become *directly* involved and demonstrate a level of commitment through the University 101 program, or 2) they can just be generally involved and informed by attending a few public meetings, reading newsletters and participating in public opinion polls, etc.

PROJECT OUTCOMES AND MANAGEMENT

- Identify any milestones, interim products and final product.
- Steps to be taken during the project to ensure a successful outcome.
- Cost effective and reliable management of resources.

Is this also the section in which we drop in information about the already selected consulting team?

- Community engagement around an issue requiring community participation via a public hearing was developed.
- Identified shared interests across communities in the project area.
- Two meetings introducing the project to the community, four workshops and a mock hearing designated as University 101 – Traffic Academy
- As resource binder was developed, and a binder was distributed to participants in the Traffic Academy.
- An issues and project communications website and a database of participants and supporters was implemented for the Dumbarton Dialogue Project this would be continued in Part 2.

LEGISLATIVE DISTRICTS WITH NAMES OF SENATOR AND ASSEMBLY MEMBERS WITHIN PROJECT AREA

The project area will include the Cities of Redwood City, Menlo Park, Atherton, East Palo Alto, Palo Alto, and Mountain View. The California State elected officials representing these jurisdictions include the following:

Honorable Joe Simitian
Assemblyman 21st District
Includes Redwood City, Atherton, Menlo Park, East Palo Alto, Palo Alto

State Capitol
P.O. Box 942849
Sacramento, CA 94249-0021
Phone: (916) 319-2021
Fax: (916) 319-2121

160 Town & Country Village
Palo Alto, CA 94301
Phone: (650) 688-6330
Fax: (650) 688-6336

Honorable Sally Lieber
Assemblywoman 22nd District
Includes Mountain View

State Capitol
P.O. Box 942849
Sacramento, CA 94249-0022
Phone: (916) 319-2022
Fax: (916) 319-2122

274 Castro Street
Suite 202
Mountain View, CA 94041
Phone: (408) 277-2003
Fax: (408) 277-2084

Honorable Byron D. Sher
Senator 11th District
Includes Redwood City, Atherton, Menlo Park, East Palo Alto, Palo Alto

State Capitol, Room 2082
Sacramento, CA 95814
Phone: (916) 445-6747
Fax (916) 323-4529

100 Paseo de San Antonio,
Ste. 206
San Jose, CA 95113
Phone (408) 277-9460
Fax (408) 277-9464

664 Gilman St.
Palo Alto, CA 94301
Phone (650) 688-6374
Fax (650) 688-6378

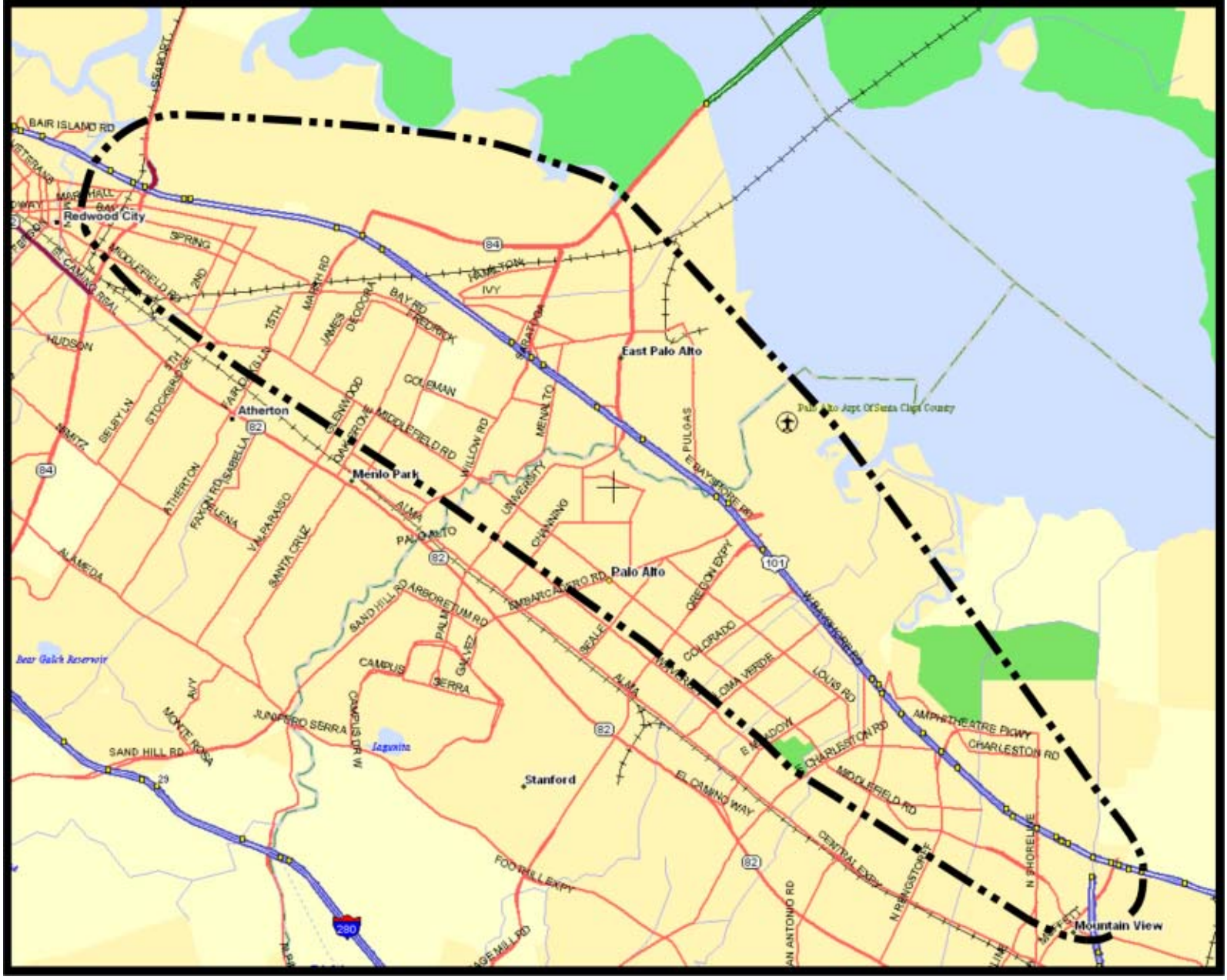
Honorable John Vasconcellos
Senator 13th District
Includes Mountain View

State Capitol, Room 5108
Sacramento, CA 95814
Phone (916) 445-9740
Fax (916) 324-0283

100 Paseo de San Antonio, Suite 209
San Jose, CA 95113
Phone (408) 286-8318
Fax (408) 286-2338

STUDY AREA

2020 Peninsula Gateway Corridor Study



October 14, 2004

California Department of Transportation
Division of Transportation Planning
1120 N Street, MS 32
Sacramento, CA 95814

SUPPORT FOR APPLICATION BY THE CITIES OF EAST PALO ALTO, MENLO PARK, REDWOOD CITY, ATHERTON, PALO ALTO, AND MOUNTAIN VIEW FOR A CALTRANS TRANSPORTATION PLANNING GRANT

Peninsula Gateway Corridor 2020 Study – Part Two

This letter is to express my support for the application by the Cities of East Palo Alto, Menlo Park, Redwood City, Atherton, Palo Alto, and Mountain View for a Caltrans Transportation Planning Grant. These six cities have joined forces with the Santa Clara Valley Transportation Authority, the San Mateo County Transportation Authority, the City/County Association of Governments of San Mateo County, the Silicon Valley Manufacturing Group, the Mid Peninsula Regional Open Space District, the Metropolitan Transportation Commission, and Caltrans to study potential roadway-related solutions that can reduce traffic congestion in the study area defined as U.S. Highway 101 from CA Highway 84 West (Woodside Road) in Redwood City to CA Highway 85 in Mountain View and the connection of Highway 101 to the Dumbarton Bridge (CA Highways 84, 109, and 114).

The study area includes census tracks having some of the greatest concentrations of minority and low-income individuals in the Bay Area. It is surrounded by some of the most affluent areas in the State. Bringing these communities together to reach a consensus on resolving the regional traffic issues will be a major accomplishment.

In Part One of the process, the public was involved in identifying all of the potential transportation alternatives that should be included in the Study. These projects are now undergoing analysis so that there will be consistent information about the impacts they will have on traffic, the communities, and the environment.

Once this information is available, Part Two of the public input process will begin. This is the most critical stage because without community consensus, it is unlikely that any of the transportation projects will advance further. A great deal of funding and effort is already committed to this overall project, and future funding is already being identified to implement solutions that are embraced by the community. This Part Two community consensus-building project included in the grant application has the promise of addressing a major regional problem that has existed since the Dumbarton Bridge first opened.

Thank you for considering this letter of support.

Sincerely,